



**Rules and  
Regulations for  
the Classification of  
Special Service Craft,  
July 2009**

**Notice No. 4**

Effective Date of Latest  
Amendments:

See page 1

Issue date: February 2010

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**RULES AND REGULATIONS FOR THE  
CLASSIFICATION OF SPECIAL SERVICE CRAFT,  
*July 2009***

**Notice No. 4**

This Notice contains amendments within the following Sections of the *Rules and Regulations for the Classification of Special Service Craft, July 2009*. The amendments are effective on the dates shown:

| <b>Part</b> | <b>Chapter</b> | <b>Section</b> | <b>Effective<br/>date</b> |
|-------------|----------------|----------------|---------------------------|
| 1           | 1              | 5              | 1 March 2010              |
| 6           | 2              | 4              | Corrigendum               |
| 7           | 2              | 2, 4           | Corrigenda                |
| 10          | 1              | 6              | Corrigenda                |
| 15          | 1              | 8              | Corrigendum               |
| 16          | 2              | 3              | Corrigenda                |

It will be noted that the amendments also include corrigenda, which are effective from the date of this Notice.

The *Rules and Regulations for the Classification of Special Service Craft, July 2009* are to be read in conjunction with this Notice No. 4. The status of the Rules is now:

|                                 |                  |                             |
|---------------------------------|------------------|-----------------------------|
| Rules for Special Service Craft | Effective date:  | July 2009                   |
| Notice No. 1                    | Effective dates: | 1 January 2010 & Corrigenda |
| Notice No. 2                    | Effective dates: | 1 July 2010                 |
| Notice No. 3                    | Effective dates: | 1 July 2010 & Corrigendum   |
| Notice No. 4                    | Effective dates: | 1 March 2010 & Corrigenda   |

## Part 1, Chapter 1

### General Regulations

Effective date 1 March 2010

#### ■ Section 5

5.1 LR has the power to adopt, and publish as deemed necessary, Rules relating to classification and has (in relation thereto) provided the following:

- (a) Except in the case of a special directive by the Board, no new Regulation or alteration to any existing Regulation relating to classification or to class notations is to be applied to existing ships.
- (b) Except in the case of a special directive by the Board, or where changes necessitated by mandatory implementation of International Conventions, Codes or Unified Requirements adopted by the International Association of Classification Societies are concerned, no new Rule or alteration in any existing Rule is to be applied compulsorily after the date on which the contract between the ship builder and shipowner for construction of the ship has been signed, nor within six months of its adoption. The date of 'contract for construction' of a ship is the date on which the contract to build the ship is signed between the prospective shipowner and the ship builder. This date and the construction number (i.e. hull numbers) of all the vessels included in the contract are to be declared by the party applying for the assignment of class to a newbuilding. The date of 'contract for construction' of a series of sister ships, including specified optional ships for which the option is ultimately exercised, is the date on which the contract to build the series is signed between the prospective shipowner and the ship builder. In this section a 'series of sister ships' is a series of ships built to the same approved plans for classification purposes, under a single contract for construction. The optional ships will be considered part of the same series of sister ships if the option is exercised not later than 1 year after the contract to build the series was signed. If a contract for construction is later amended to include additional ships or additional options, the date of 'contract for construction' for such ships is the date on which the amendment to the contract is signed between the prospective shipowner and the ship builder. The amendment to the contract is to be considered as a 'new contract'. If a contract for construction is amended to change the ship type, the date of 'contract for construction' of this modified vessel, or vessels, is the date on which the revised contract or new contract is signed between the Owner, or Owners, and the shipbuilder. Where it is desired to use existing approved ship or machinery plans for a new contract, written application is to be made to LR. Sister ships may have minor design alterations provided that such alterations do not affect matters related to classification, or if the alterations are subject to classification requirements, these alterations are to comply with the classification requirements in effect on the date on which the alterations are contracted between the prospective owner and the ship builder or, in the absence of the alteration contract, comply with the classification requirements in effect on the date on which the alterations are submitted to LR for approval.
- (c) All reports of survey are to be made by surveyors authorised by members of the LR Group to survey and report (hereinafter referred to as 'the Surveyors') according to the form prescribed, and submitted for the consideration of the Classification Committee.
- (d) Information contained in the reports of classification and statutory surveys will be made available to the relevant owner, National Administration, Port State Administration, P&I Club, hull underwriter and, if authorised in writing by that owner, to any other person or organisation.
- (e) Notwithstanding the general duty of confidentiality owed by LR to its client in accordance with the LR Rules, LR clients hereby accept that, LR will participate in the IACS Early Warning System which requires each IACS member to provide its fellow IACS members and Associates with relevant technical information on serious hull structural and engineering systems failures, as defined in the IACS Early Warning System (but not including any drawings relating to the ship which may be the specific property of another party), to enable such useful information to be shared and utilised to facilitate the proper working of the IACS Early Warning System LR will provide its client with written details of such information upon sending the same to IACS Members and Associates.
- (f) Information relating to the status of classification and statutory surveys and suspensions/withdrawals of class together with any associated conditions of class will be made available as required by applicable legislation or court order.
- (g) A Classification Executive consisting of senior members of LR's Classification Department staff shall carry out whatever duties that may be within the function of the Classification Committee that the Classification Committee assigns to it.

## Part 6, Chapter 2

### Construction Procedures

#### CORRIGENDUM

#### ■ Section 4

#### Joints and connections

#### 4.24 Aluminium/Steel transition joints

4.24.4 Alternative materials which comply with International, National or proprietary specifications may be accepted provided that they give equivalence to the requirements of ~~4.24.3~~ 4.24.3 or are approved for a specific application.

## Part 7, Chapter 2

### Construction Procedures

#### CORRIGENDA

#### ■ Section 2

#### Materials

#### 2.4 Mechanical properties for design

(Part only shown)

**Table 2.2.1 Minimum mechanical properties for aluminium alloys**

##### NOTES

1. These alloys are not normally acceptable for application in direct contact with sea-water.
2. See ~~also Table 8.1.4~~ Tables 8.1.3 or 8.1.4 in Chapter 8 of the Rules for Materials.
3. The mechanical properties to be used to determine scantlings in other types and grades of aluminium alloy manufactured to National or proprietary Standards and specifications are to be individually agreed with LR, see *also* Ch 8,1.1.5 of the Rules for Materials.
4. Where detail structural analysis is carried out, 'Unwelded' stress values may be used away from heat-affected zones and weld lines, see *also* Ch 3,1.9.1 and 1.10.1 to 1.10.3.
5. For thickness less than 12,5 mm the minimum unwelded 0,2% proof stress is to be taken as 230 N/mm<sup>2</sup> and the minimum tensile strength is to be taken as 315 N/mm<sup>2</sup>.

#### ■ Section 4

#### Joints and connections

#### 4.5 Fillet welds

4.5.2 For ease of welding, it is recommended that the ratio of the web height to the flange breadth be greater than or equal to 1,5, see ~~Fig. 2.4.1~~ Fig. 13.2.1 in Chapter 13 of the Rules for Materials.

## Part 10, Chapter 1

### Diesel Engines

#### CORRIGENDA

#### ■ Section 6 Safety arrangements on engines

##### 6.6 Oil mist detection

6.6.2 The oil mist detection system and arrangements are to be installed in accordance with the engine designer's and oil mist detection equipment manufacturer's instructions/recommendations. The following particulars are to be included in the instructions:

- (a) ~~Schematic~~ A Schematic layout of the engine oil mist detection and alarm system showing locations of engine crankcase sample points and cabling/piping arrangements together with pipe dimensions to the detector.

- (b) Evidence of study to justify the selected locations of sample points and sample extraction rate (if applicable) in consideration of the crankcase arrangements and geometry, and the predicted crankcase atmosphere where oil mist can accumulate.
- (c) The manufacturer's maintenance and test manual.
- (d) Information relating to type or in-service testing of the engine with engine protection system test arrangements having approved types of oil mist detection equipment.

## Part 15, Chapter 1

### Piping Design Requirements

#### CORRIGENDUM

#### ■ Section 8 Plastics

##### 8.7 Testing

8.7.1 The hydraulic testing of pipes and fittings is to be in accordance with ~~4.2~~ 14.1.2. For pipes and fittings not employing hand lay up techniques, the hydrostatic pressure test required by Ch 14,4.9 of the Rules for Materials may be replaced by testing carried out in accordance with the requirements stipulated in a National or International Standard, consistent with the intended use for which the pipe or fittings are manufactured, provided there is an effective quality system in place complying with the requirements of Ch 14,4.4 of the Rules for Materials and the testing is completed to the satisfaction of the LR Surveyor.

## Part 16, Chapter 2

### Electrical Engineering

#### CORRIGENDA

#### ■ Section 3

#### **Emergency source of electrical power**

#### **3.3 Emergency source of electrical power in craft required to comply with the HSC Code**

*(Part only shown)*

3.3.9 The transitional source of emergency electrical power where required by 3.3.8 is to consist of an accumulator battery suitably located for use in an emergency which is to operate without recharging while maintaining the voltage of the battery throughout the discharge period within 12 per cent above or below its nominal voltage and be of sufficient capacity and is to be so arranged as to supply automatically in the event of failure of either the main or the emergency source of electrical power for half an hour at least the following services if they depend upon an electrical source for their operation:

- ~~(a)~~
- ~~(i)~~ (a) the lighting required by 3.3.7(a) and (b). For this transitional phase, the required emergency electric lighting, in respect of the machinery space and accommodation and service spaces, may be provided by permanently fixed, individual, automatically charged, relay operated accumulator lamps; and
- ~~(iii)~~ (b) the services required by 3.3.7(b) and (c);
- ~~(b)~~ (c) with respect to watertight doors:
  - (i) power to operate the watertight doors but not necessarily simultaneously, unless an independent temporary source of stored energy is provided. The power source should have sufficient capacity to operate each door at least three times, i.e. closed-open-closed, against an adverse list of 15°; and
  - (ii) power to the control, indication and alarm circuits for the watertight doors.

Alternatively, the above services may have independent supplies, for the period specified, from accumulator batteries suitably located for use in an emergency.

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